

Phase II and Phase III Project Cover Sheet

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REPORT INFORMATION:

1978 Curry, D.C.
Archeological Reconnaissance of the Proposed Interstate 195/Baltimore-Washington International Airport Rail Station, Parking Lot, and Access Road, Anne Arundel County, Maryland.
Submitted to the Maryland Department of Transportation
Library ID No: 00000500 Catalog/Shelving ID: AN 36

Research Firm/Institution:

Maryland Geological Survey
2300 St. Paul Street
Baltimore, MD 21218

Sites examined:

18AN489

NRHP Eligible: ☒

[Justification](#)

Project Details:

Phase I ☒

Project Justification:

Phase II

Phase III

This report details the findings of a reconnaissance survey of a roughly fifty acre property near the Baltimore-Washington International (BWI) Airport. This area includes the (then) proposed location of a rapid rail station and associated parking and access facilities which would serve the airport. The survey was conducted to determine the location of any archeological sites within the impact area of the (then) proposed facility in conformance with state and federal legislation.

MAC Accession: 1978.009.001

Project Objectives:

-Locate any archeological resources within the area of presumed impact for the rail station and associated facilities and infrastructure.

Research Potential:

See below for remaining research questions at 18AN489.

REPORT INFORMATION:

1992 Ebright, C.A., et al.
Early Native American Prehistory on the Maryland Western Shore: Archeological Investigations at the Higgins Site.
Submitted to the Maryland State Railroad Administration
Library ID No: 00000691 Catalog/Shelving ID: AN 202

Research Firm/Institution:

Maryland State Highway Administration
2323 W. Joppa Rd.
Brooklandville, MD 21022

Sites examined:

18AN489

NRHP Eligible: ☒

[Justification](#)

Project Details:

Phase I

Phase II ☒

Phase III ☒

Project Justification:

In the Late 1970s, an Amtrak rail station and associated parking lots were constructed to support the nearby Baltimore-Washington International (BWI) Airport. An access road to the parking lot was constructed through the eastern site margin after a Phase I archeological survey indicated that the major portion of prehistoric site 18AN489 would not be affected by construction. The archeological work described in this report was the consequence of the (then) proposed construction of a headquarters building for the State Railroad Administration within the site boundaries. Due to federal and state legislation mandating consideration for archeological resources when funding construction with public monies, the Division of Archeology of the Maryland Geological Survey conducted Phase II testing in 1987 and 1988 to more precisely determine site boundaries, and the integrity and nature of the deposits. These investigations revealed the presence of highly significant, horizontally stratified, intact, subplowzone deposits dating to the Archaic period, warranting Phase III-level investigation. The Phase III work was carried out by the Division of

Project Objectives:

Phase II

-Provide basic data about the vertical and horizontal extent of the site.

-Determine the nature and integrity of the deposits.

Phase III

-Obtain basic chronological data on the multiple Archaic components though to be present, and refine projectile point typologies to the extent possible.

-Assess site function and technology in this 'uniquely' well-preserved ridgetop setting and compare to other occupations at sites elsewhere in the region.

-Make cross-component comparisons of lithic material choices, lithic manufacturing technologies, tool kits, tool use and curation, and material conservation.

Archeology later in 1988 and both the Phase II and Phase III projects are the subject of this report.

MAC Accession: 1995.006.001

-Evaluate and investigate in detail the geological history of the site and the landform in which it is embedded.

-Attempt to reconstruct the past environment of the site through palynological analysis, flotation, and blood residue analysis.

-Compare the data obtained through Phase III fieldwork with assemblages obtained during Phase II shovel testing and previous surface collecting (primarily amateur collections).

-Determine the origin and function of limonite concentrations uncovered during test excavations, and the relationship between red subsoils and cultural remains.

Research Potential:

See below for remaining research questions at 18AN489.

REPORT INFORMATION:

1992 Ebright, C.A.
Phase I and II Archeological Testing on the Eastern Portion of the Higgins Site, Amtrak Parking Expansion at Baltimore-Washington International Airport, Anne Arundel County, Maryland.
Submitted to the Mass Transit Administration

Library ID No: 00000721 Catalog/Shelving ID: AN 233

Research Firm/Institution:

Maryland State Highway Administration
2323 W. Joppa Rd.
Brooklandville, MD 21022

Sites examined:

18AN489

NRHP Eligible: ☒

[Justification](#)

Project Details:

| Phase I | <input checked="" type="checkbox"/> |
|-----------|-------------------------------------|
| Phase II | <input checked="" type="checkbox"/> |
| Phase III | |

Project Justification:
In response to proposed improvements to parking facilities at the BWI Amtrak Station, Phase Ib archeological survey and Phase II testing were carried out at previously identified Site 18AN498 by the Maryland State Highway Administration for the Mass Transit Administration. This work was conducted in order to comply with various state and federal laws regarding the identification and documentation of potentially significant cultural resources that would be impacted by the proposed construction. Relevant legislation includes the National Historic Preservation Act of 1966 as amended, the Federal-Aid Highway Act of 1966 as amended, the National Environmental Policy Act of 1969, and the Maryland Historical Trust Act of 1985 as amended.

Project Objectives:
-Determine the presence or absence of intact deposits in the eastern portion of 18AN489.

-Determine the cultural and temporal affiliation of any identified archaeological deposits.

-Evaluate the horizontal and vertical integrity of any identified deposits, especially relative to the adjacent portion of the Higgins Site as identified during the 1987-88 Phase II and III studies.

Research Potential:

See below for remaining research questions at 18AN489.

REPORT INFORMATION:

2007 King, J.A., E. Chaney, and Raftery, S.
Archaeological Collections in Maryland.
Submitted to NEH, MHT, SHA, and the ACNATSCI Estuarine Research Center
Library ID No: JPPM-NEH Catalog/Shelving ID: web

Research Firm/Institution:

Jefferson Patterson Park and Museum
10115 Mackall Road
St. Leonard, MD 20685

Sites examined:

18AN489

Others

NRHP Eligible: ☒

[Justification](#)

Project Details:

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| Project Justification: |
| This project is a web-based approach to making descriptions of the archeological collections at the Maryland Archaeological Conservation Lab in St. Leonard, MD available to scholars, museum curators, educators, students, and the interested public. Detailed descriptions of collections and even limited access to original field notes, maps, accession records, and images is afforded via an online database published on the Jefferson Patterson Park and Museum's web page. |

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| Project Objectives: |
| -Introduce the general public to some of the important archaeological collections curated at the MAC Lab. |

Research Potential:

The materials from the Higgins Site have the potential to yield important data about the processes of site formation and function, environmental adaptation, and prehistoric subsistence, settlement, and technology in Maryland. Moreover, only a very small portion of the site has been excavated. While the areas of the site that now have buildings or improved surfaces on them were adequately sampled through fieldwork, only a very small (less than 1%) portion of the whole site has been studied.

Intact sites with spatially discrete archeological occupations are rare and afford rare opportunities to study change through time. Sites with the considerable time depth (all the way back to PaleoIndian deposits) are exceedingly rare, particularly in Maryland. The Higgins site is unique and should be preserved in place to the extent possible. Unfortunately, due to the proximity of nearby BWI airport, it seems unlikely that 18AN489 can remain preserved indefinitely.

Additional features and intact deposits exist at this site. A kind of archeological "triage" is needed. Perhaps the best avenue for planning management would be to conduct a geophysical survey across the entire site using methods such as ground-penetrating radar to get a better handle on where intact deposits exist. Such a survey would likely be a cost-effective way of obtaining additional information to help guide planning decisions and ensure that portions of the site containing apparent intact features are preserved.
